

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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WEATHER FORECAST
SHOWERY
Barometer 29.80

September 17, 1913, Temperature a.m. 78, p.m. 81; Humidity...93, 86.

September 17, 1912, Temperature a.m. 77, p.m. 77; Humidity...37, 38.

9,200 萬八月八年正旦

THURSDAY, SEPTEMBER 18, 1913.

四月九日英語

\$36 PER ANNUM
SINGLE COPY 10 CENTS.

TELEGRAMS.

BALKAN AFFAIRS.

THE FRONTIER QUESTION.

London, Received Sept. 18.
[Service to the "Telegraph."]

London. Received Sept. 18.
Reuter's correspondent at Constantinople testifies that the Turkish and Bulgarian delegates at the meeting to-day (Wednesday) will be chiefly concerned with the possession of Dardanelles, when an agreement thereon will be reached.

The delegates will examine the demarcation of the frontier, which has been fixed by military assessors, and which follows the course of the Maritsa, turns west in order to enclose Demotika, then proceeds northward via Samara and Hadikou, turns eastward to the south of Mustapha Pasha, passes to the north of Kick Kilisev, ending at San Stephano in the Black Sea. It is understood that the agreement will be referred to the Hague.

MEXICO AND AMERICA.

THE WARSHIP QUESTION.

London. Received Sept. 17.
In his message to Congress, President Huerta recommended the non-renewal of permission for American warships to remain in Mexican ports when the half year granted by Congress has expired a month hence.

GOLF IN AMERICA

VARDON'S SUCCESS.

London. Received Sept. 17.
Reuter's correspondent at Brookline, Mass., states, says in the first qualifying round of the American Open Golf Championship Vardon was the lowest scorer with 161, and a Boston amateur named Ouimet, a youth of twenty, made 152.

DUBLIN UNREST.

FARM HANDS RIOT.

London, Received Sept. 18.
There have been riots among farm hands, who are members of the Transport Workers Union, at Finglas, near Dublin.

The police fired revolvers, and a boy was shot and is now in a critical condition.

A procession of strikers smashed windows and trams in Dublin.

TROUBLE IN MOROCCO

SPANIARDS SEVERELY PRESSSED.

London, Received Sept. 18.
The Spaniards are again severely pressed around Ceuta, where Ruisu, the noted antagonist of the French, has assumed the leadership of the enemy.

Strong reinforcements are leaving Spain.

HOME CRICKET.

THE LAST MATCH.

London, Received Sept. 18.
The Rest of England beat Kent (the champion county) and Yorkshire at the Oval by an innings and 45 runs.

SOCIALIST'S DEATH.

London, Received Sept. 18.
The death is announced of Mr. Quelch, the noted Socialist.

TELEGRAMS.

LABOUR TROUBLES.

NATIONAL STRIKE FEARED.

Reuter's [Service to the "Telegraph."]

London. Received Sept. 18.
The Executive of the National Union of Railwaymen has decided to send delegates to investigate the situation at Liverpool, fearing the beginning of a national strike.

Branches at Birmingham, where there are 4,000 men out, have passed resolutions appealing to all railwaymen to strike.

BIRMINGHAM'S PLIGHT.

Later. All the goods stations at Birmingham are closed to-day (Wednesday), and there are 5,500 men idle.

LIVERPOOL CUTBACK BRIGADE.

The outlook at Liverpool is more promising, the Strike Committee renewing their offer to negotiate with the North Western Railway Company.

A number of strikers have resumed.

LONDON BUSMEN'S STRIKE.

Eighty busmen of the Tilling Company are not working to-day, and only twelve were working at midnight. At meetings, the busmen have declared that they will insist on the right of wearing Union badges and the reinstatement of those men suspended by the Tilling Company.

THE BOOK WORLD.

A FINE NOVEL AND A BOOK FOR YOUNG MOTHERS.

In "The Law Bringers," Mr. O.B. Lancaster has given us a thrilling, boldly-drawn story in which his heroes are two of the North West Canadian Mounted Police. It is a distinctly clever novel, too. Its pages teem with rich descriptive writing, the characters are finely conceived and presented, and, while the style is vigorous, there are many very delicately-expressed passages indeed. The stirring adventures of the two heroes are admirably told, and much of the interest of the story lies in the psychological contrast presented by the characters of the men. The strength of one man lies in his spiritual side; in the other the animal nature is largely predominant. Formerly they were rivals in love; but that was in the days gone by. There is, however, a strong love interest running through the book, for in the course of their work the ficer of the two men falls a prey to the fascinations of a wild-natured but generous he-ried half breed girl; and, later on, when the latter is accused of a terrible crime the other man is detailed to bring her to justice. How the story culminates it would not be fair to say; but before the end of the book is reached there are many most arresting situations.

"Babyhood," by J. Bernard Dawson, M. D. Lond: F. R. C. S. Eng. London: Ewart Seymour and Co., Ltd. 2/6 net.

TELEGRAMS.

THE BERLIN SENSATION.

PROFESSOR MAAS RELEASED.

Reuter's [Service to the "Telegraph."]

London. Received Sept. 18.
Professor Maas, who shot Captain Westernhagen after the latter had slapped his face during a sitting of the Court of Honour of the Landwehr officers in Berlin, has been released, the authorities being satisfied that he acted in self-defence.

The affair has excited a great sensation in Berlin. Professor Maas had written articles alleging that Captain Westernhagen had promised an indemnity £160 to obtain for him the Court Chamberlaincy of the Principality of Lippe and that after the appointment was made he refused to pay the sum.

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TELEGRAMS.

AN OLD WAGER.

ADMIRAL AND CAPTAIN IN RACE.

Reuter's [Service to the "Telegraph."]

London. Received Sept. 18.
Vice Admiral Eric Back, R.N., ran a hundred yards race at Portsmouth yesterday in fulfillment of a wager of £2 made twenty years ago.

Captain Back won, his time being 12 1/2 seconds.

ADMIRAL AND CAPTAIN IN RACE.

Admiral Sir Hedworth Meux was the judge.

ADMIRAL AND CAPTAIN IN RACE.

[Vice Admiral Arbuthnot is 62 years of age. It will be remembered that Admiral Meux (a.k.a. Admiral Sir Hedworth Lambton) was formerly Commander-in-Chief on the China Station.]

A MAJOR'S MISHAP.

MOTOR CAR OVERTURNS.

London. Received Sept. 18.

Major Winterfeld, the German Attaché attending the French manoeuvres, was seriously injured by a motor car turning over. He fractured his pelvis.

President Polycarp has repeatedly enquired into his condition.

DESERTED HIS SHIP.

THIRD OFFICER OF THE HATCHING FOUND GUILTY.

This morning at the Marine Court, before Commander Basil Taylor, W. O. Passmore, master of the s.s. *Hatching*, charged J. Wilson, third officer of the same boat, with unlawfully deserting his ship, the *Hatching*, while in the waters of this colony, on September 5.

Complainant said that on Augt. 20 the defendant went into hospital, and the ship went to sea without him, another third officer being engaged in his place. On September 3 the ship returned to Hongkong and on that day the defendant returned to the ship, but asked for a day's leave which the complainant granted him. The following day he came on board and reported for duty, but the whole of that day, he was more or less under the influence of drink. At 5.30 p.m. that day, complainant was standing on the bridge deck, when the defendant came up and said he wanted to leave the ship. Complainant asked why he didn't give notice that morning, and defendant replied that he had not known until then that he had got another berth. Witness told him that, as the ship was sailing the next day at noon, the notice he was giving was too short and he could not accept the re-arrangement. Defendant asked if he, witness, was going to stand in his light in getting a better job. He replied in the negative and said he would take the defendant to see the general manager at 10.30 a.m. the next morning, and if they were willing to let him go, he would sign him off, providing he could yet another man. At about 6 p.m. the defendant went ashore, without permission, returning at about 9.30 p.m. with a Chinese woman, packed his belongings and took them away. To-day in court was the first time he had seen him since. Witness reported the matter to the shipping master and the Consul at Swatow.

HOUSE BREAKING AT CHUNG SIU.

RAILWAY STATION ENTERED.

A case of house breaking is reported from Chung Siu. It appears that on the night of the 16th inst., some persons entered the railway station office by breaking open a window and stole a clock, three rails of steel, a clock, three rails of steel, a pair of shears and two umbrellas, belonging to the station master. The total value of the property is \$50.

POLICE SERGEANT'S MISFORTUNE.

TOPS OF TWO FINGERS BLOWN OFF.

Whilst he was testing some dynamite and detonators at Yaumati, last night, Police Sergeant Grant had the tops of two fingers blown off. The dynamite and detonators had been seized by the police, and after the officer had lit a fuse, some of the dynamite prematurely exploded. Sergeant Grant was sent to the hospital.

TELEGRAMS.

THE NEW YORK AFFAIR.

THE CORONER'S VIEW.

Reuter's [Service to the "Telegraph."]

London. Received Sept. 18.
Reuter's correspondent at New York says Coroner Feinberg, referring to the arrest of Maret, the dentist, for counterfeiting, said he was of opinion that Schmidt, the German Catholic priest, was the master mind of a criminal association.

Schmidt was the assistant rector of St. Joseph's Catholic Church.

The police declare that he lived a double life, being a priest by day, a libertine by night, and an illegal medicine practitioner and counterfeiter.

The Catholic Authorities declare that Schmidt must have forged his ordination papers. He was formerly a priest at Mainz, was arrested for fraud at Munich, and discharged as being insane.

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Hongkong, June 11th, 1913.

Hongkong, 16th-August, 1901

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Hongkong, 20th April, 1911. J. H. TAGGART, Manager. [26]

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R. H. NORTH,
Manager.

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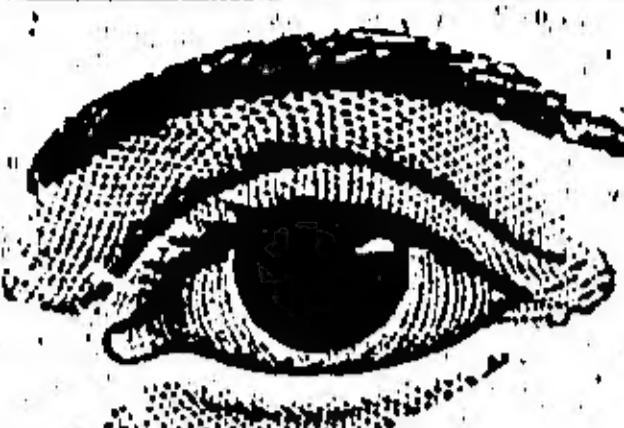
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Developing, Printing & Polarising

Hongkong, 18th July, 1913.]

Notices

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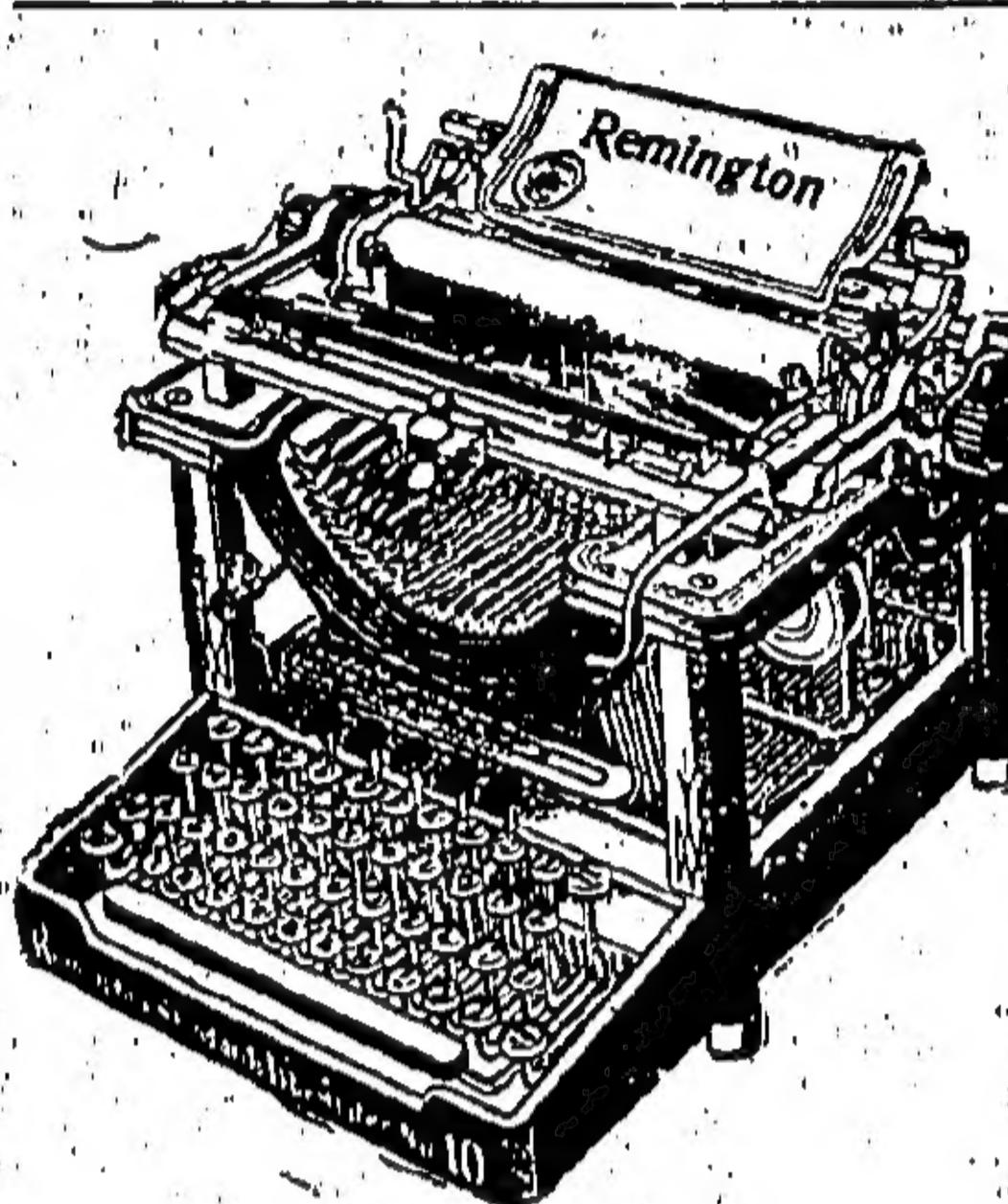
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Unemployment Insurance.

The one thought which persists in the mind longer than all others, says Engineering, after the perusal of the first report on Unemployment Insurance, is that it is well that the scheme was inaugurated in a spell of exceptional prosperity. It has been, according to Mr. W. H. Beveridge, the Director of Labour Exchanges, chiefly due to the good state of trade that it has been administratively possible to launch the scheme at all. When it is considered how much in the way of organisation was required, with no precedents whatever to guide those responsible for its evolution, it is subject for congratulation that the initial steps tell to be taken in a time when unemployment was abnormally low. For the twelve months ended in July last the percentage of unemployment was only 2.1—lower (with the exception of two years) than for any twelve months since 1894. The average for the last ten years has been 4.9 per cent., and at times has, of course, been far in excess of that figure. The direct result is that the inaugural work was light compared with what it might have been under less favourable circumstances, while the fund has already accumulated a respectable balance to its credit.

South China Morning Post.

The Canton Sensation.

Europeans are not alone in the opinion that these sudden acts of retribution are barbarous, there being a feeling among certain sections of the Chinese that they can only further foment the strong spirit of antipathy in the South against the North. Although none of the really prominent men in the recent rebellion have remained in Canton, it cannot be denied that there are still hosts of the smaller fry about who are capable of causing much anxiety to the Government, and it may be that when the facts of the case against the late Chief of Police and his colleagues are made known, Europeans and Chinese alike will be ready to confess that no other course was open to the Governor-General. Meanwhile there are many rumours and, when a Government seeks in such a mysterious way its wonders to perform, it cannot grumble if public feeling is not a little carried away by the stories that are floating around. It is to be hoped for the peace of Canton that Governor General Lung has not overreached himself in putting to death two of his most prominent lieutenants.

Daily Press.

Japan and China.

The matter of securing redress for outrages committed on Japanese subjects is one for the Government of Japan to deal with alone; but still in a way which pays regard to the general interests of the foreign Powers in China. The opinion of the British Government and the British people was probably accurately represented by the Times quite recently when it expressed the hope that the Japanese demand for reparation would be less violent than a naval demonstration, which would probably cause the downfall of Yuan Shih-kai. The problem confronting Japan in China is identical with that of the rest of the Powers, whose interest it is to restore a strong Government in the Republic "for which Yuan Shih-kai is best qualified," wrote the Times, "though the methods he employs are unfortunate." With this statement there will be general agreement, and it is to be hoped that the naval demonstration Japan appears to be making in the Yangtze will not have the untoward result feared by the Times.

For a good solid meal a la Carte, or Table D'Hote, with Wines & Liqueurs of the Best ALEXANDRA CAFE.

GENERAL NEWS.

"Golf vs. Lumbago."

Tennis, cycling, and motoring have long been held responsible for what may be termed the occupational diseases of sport, and golf is no longer out of the fashion in this respect. "Golfers' lumbago" is at present said to be exercising its ravages on the links, as the result of recent climatic vagaries. When a hot afternoon is succeeded by a cold evening, the golfer is especially liable to catch a chill, and unless precautions be taken, a painful attack of lumbago may be the result.

Reported Cure at Lourdes.

Paris, August 23.—According to the Lourdes correspondent of the "Echo de Paris" a case of paralysis has been cured at the Lourdes Grotto. Madeleine Lupia, aged 35, who was one of the pilgrims from Toulouse, and who had been recognised by several doctors as suffering from paralysis was suddenly cured in the morning, after communion before the Grotto. It is stated that although her left leg had for a long time been incapable of movement, the patient regained the use of the limb and threw away her crutches, advancing through the amazed crowd, whose enthusiasm was indescribable.

Opium Crop in Yunnan.

Chautung, Aug. 13.—A great harvest of opium was finally gathered in many districts of Kueichow and Yunpan. In some cases the poppy grew to six feet high, and the gatherers of the juice were quite hidden from the sight of passers by. Spurious attempts were made to root up the crops by agents of the officials, but in many cases a payment of money secured immunity. Some of the officials are reported to have made great sums of money by their opium destroying campaign. Unless there is a great change in the policy of some of these rulers of the people, another crop of opium will be sown this year. Large numbers of buyers came up from the neighbouring province of Szechuan and carried with them on their return great quantities of the drug. — *North China Daily News.*

Arithmetical Policemen.

The Royal Irish Constabulary appear to have reduced the business of fining motorists not merely to a fine art, but to an intensely involved mathematical process. At the Kingstown Police-court the other day three motorists were fined for exceeding the speed limit. The first defendant was accused of travelling at 28½ miles per hour. There was nothing extraordinary perhaps in working out the rate of speed to the odd half-mile, says the Autocar, but in the other two cases, where the rate of speed was worked out to six places of decimals (29.10117 and 28.103109 miles per hour respectively), the police surely indulged their arithmetical propensities to unnecessary excess, and incidentally wasted time and public money.

"Brightening Cricket."

This is how a writer in the "Clerkin" on the Decadence of Cricket, describes his experiences of a match at the Oval: "We saw Rhodes, Wilson, Deacon, Kilner, Haigh, Booth, and Drake bat. We saw them knock up 300. Three hundred in five and a half hours! Why need people suffer from insomnia? Did I say knock up? I withdraw the remark. They don't knock up runs nowadays! If a batsman lifts a ball more than ten feet high it is a mistake or an accident. The batsmen don't lift the ball! They don't hit it. And as for smiting it, they never dream of such a thing! They pat it, they push it, they shove it, they block it, they stab it, and they cut it, gently; but they don't smack it, smite it, lift it, slice it, hack it, or bash it. Oh, they are very tender with the ball! To watch cricket of this kind is about as exhilarating as watching a railway signal go up and down!"

THE NANKING ATROCITIES.

Gen. Chang Hsun's Own Account.

We are requested by Mr. Chang Yu-chuan, Commissioner of Foreign Affairs in Shanghai, to publish the following telegram, which he has received from the Central Government in reply to his request for the facts as to the alleged atrocities in Nanking. He adds that he knows that a deputy has already been appointed to make a thorough and searching investigation, and there is no doubt that where guilt is established there will be prompt and exemplary punishment."

Your telegram of the 5th inst., was duly noted. The text of the telegram received from Tu-lub Chang in reply to ours is as follows:

When Nanking fell the soldiers competing with each other for highest merit rushed in like crowds of bees, and engaged with rebel troops in street fights. This lasted more than one day and night. The whole city was in turmoil and shots flew about. After that the rebel soldiers fled for their lives, but before doing so, they took the opportunity to loot, aided andabetted by the local russians. They made the greatest and most cruel havoc possible. In many instances, they disguised themselves as government soldiers.

At that time order was not restored and in view of the presence in the city of armies under the command of different generals, it was most difficult to maintain peace. Extreme measures had to be resorted to gain this end.

In order to do away with favouritism and leniency, I detailed well-trained and reliable soldiers to patrol the streets and more than 200 persons found red-handed were executed on the spot. Innumerable collections of loot were also overhauled. Nanking was only then quieting down. Such was witnessed by the foreign residents in the city.

Now Renier's Agency reported that of the looters the majority were soldiers clad in blue coats. My soldiers when they entered the city only occupied the north-eastern corner thereof, where there were mostly waste lands and very few dwellings. The other more flourishing districts were occupied by the other troops. As to which army had committed the offence and which had not, is not hard to ascertain by making a house to house inquiry.

Moreover, when my army was attacking Tienpaochen and other important defences the rebel troops had repeatedly disguised themselves in the uniforms adopted by my soldiers with a view to breaking through our lines. Therefore the alleged blue-clad soldiers cannot be taken as the conclusive evidence of the culpability of my soldiers. However, as all my soldiers still wear queues, they can readily be identified by making inquiry. Of course, I do not mean to shield my soldiers, and do sincerely pray that an upright high official be appointed to proceed to Nanking to make most thorough investigation, so as to establish the guilty party and to clear the tainted reputation of my army.

Signed: Chang Hsun. Dated, 8th instant.

Estimate of the Casualties.

Nanking, Sept. 9.

The number of killed and wounded in and about Nanking has been exaggerated. The Red Cross burial corps has interred up to date over 900. A few districts have not yet been covered. The total mortality among the Southern forces during the past three weeks must be between 1,500 and 1,800.

Approximately 1,500 wounded have been cared for in the hospitals of the City. Allowing for those who have not had hospital treatment the number of wounded rebels can be estimated roughly at between 2,000 and 2,500.

The losses of the attacking force cannot be even approximately stated from this side.

About 200 non-combatants lost their lives during the bombardment and at the hands of looters.

OPIUM IN HONGKONG AND MACAO.

Anglo-Portuguese Agreement.

The Foreign Office has published the text of an agreement signed in London on June 14 last between the United Kingdom and Portugal for the regulation of the opium monopolies in the Colonies of Hongkong and Macao. The agreement is in pursuance of the conclusions of the International Opium Conference, and in consideration of the fact that the geographical situation of the Colonies of Macao and Hongkong makes it necessary to regulate in a similar way the opium monopolies in the said Colonies in all matters concerning the restriction of the consumption, sale, and exportation of prepared opium and repression of smuggling.

Article 2 lays down that the Macao opium farmer will not be permitted to import more than 280 chests of opium (a chest means 40 balls of raw opium) per annum, exclusively destined for the consumption of the fixed and floating population of Macao, and Article 3 fixes the amount for the Hongkong opium farmer at 540 chests per annum. These figures are embodied in the contract recently concluded with the Hongkong farmer. Article 4 states that the farmers of Macao and Hongkong will be permitted to import, per annum, respectively, 240 and 120 chests of raw opium exclusively destined for exportation to countries which have not prohibited at present and which shall not prohibit hereafter such imports of opium.

Article 5 states that the limit fixed in the preceding article for Hongkong must be considered a definite one, and not subject to alteration. It is understood that in Macao power will be retained to increase the number of chests of raw opium imported each year and destined for exportation, provided that proof is given that the said imports are destined to meet the requirements of lawful trade. For this purpose the farmer shall produce to the Governor of Macao Customs certificates passed by the authorities of countries importing the opium showing that the quantities authorised are required for legitimate purposes over and above the 240 chests.

In Article 6 it is provided that the Governor of Macao shall have power to grant licences under the preceding article for the importation of the quantities of raw opium exceeding the limit fixed in Article 4.

Article 7 lays down that whereas the limit of chests of law opium that can be imported annually into Macao has been fixed in Articles 2, 4, and 5 of the agreement, the Government of India will permit the purchase of opium in open market at the sales at Calcutta or Bombay, or any place in India, for export to Macao, up to and not exceeding the limits and conditions so fixed, so long as the opium farmer at Hongkong is permitted to obtain his supplies from this source.

Article 8 provides that raw opium from India, consigned to the farmer of Macao, within the limits and conditions above indicated, will be allowed transhipment at Hongkong free of duty or taxation.

Article 9 states that it is understood that if, after periods of five years (the duration of the contracts of the farmer), the number of chests agreed upon for local consumption at or export from Macao should respectively prove to be excessive, the Portuguese Government will consider the desirability of revising the amount in question.

The present Agreement is to remain in force for a period of ten years, but may be terminated by either Government at any time on giving to the other twelve months' notice of its intention to do so. On the expiration of ten years it is to continue in force, unless and until a similar notice of termination is given by either Government.

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To let "ROGATE," Austin Road, Kowloon; from 1st October. For Sale or To Let: from 1st November, 1913. — No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

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TO LET.—104, A, The Peak, from 1st November, 1913. — Furnished, partly furnished.

Apply S. J. DAVID & CO., Prince's Building.

"As the hours passed by, my anger grew, and I devised hard punishments for him. At the last he came, late in the morning, and bowed low.

"I called out angrily: "Go forth from my presence and never see my face again."

"He looked at me, and remained silent, and then said in a low, husky voice: "My little daughter died last night." And without another word he went to his daily task."

"It is proposed," say the *London Telegraph*, "that the Secretary for the Navy should co-operate with the Secretary for Commerce to allot space on battleships to manufacturers, merchants, exporters, or trade bodies, who shall be permitted to install and maintain the exhibits. I am opposed to the senseless multiplication of battleships," said Mr. Goodwin, "yet I see no reason why those we have built should not be used in advancing American trade before they rot and become junk."

A FINE INDIAN POET.

Rabindranath Tagore is now visiting London, where a translation of his collected poems under the title "Gitanjali" (Song Offerings) is enjoying large sales.

The following translation from a manuscript given in the *Contemporary* shows his dramatic power:

"The morning came, but my servant appeared not.

"Doors were all open, the water was not drawn from the well; my servant had been out all night. My morning meal was not ready, my clothes were all lying unfolded.

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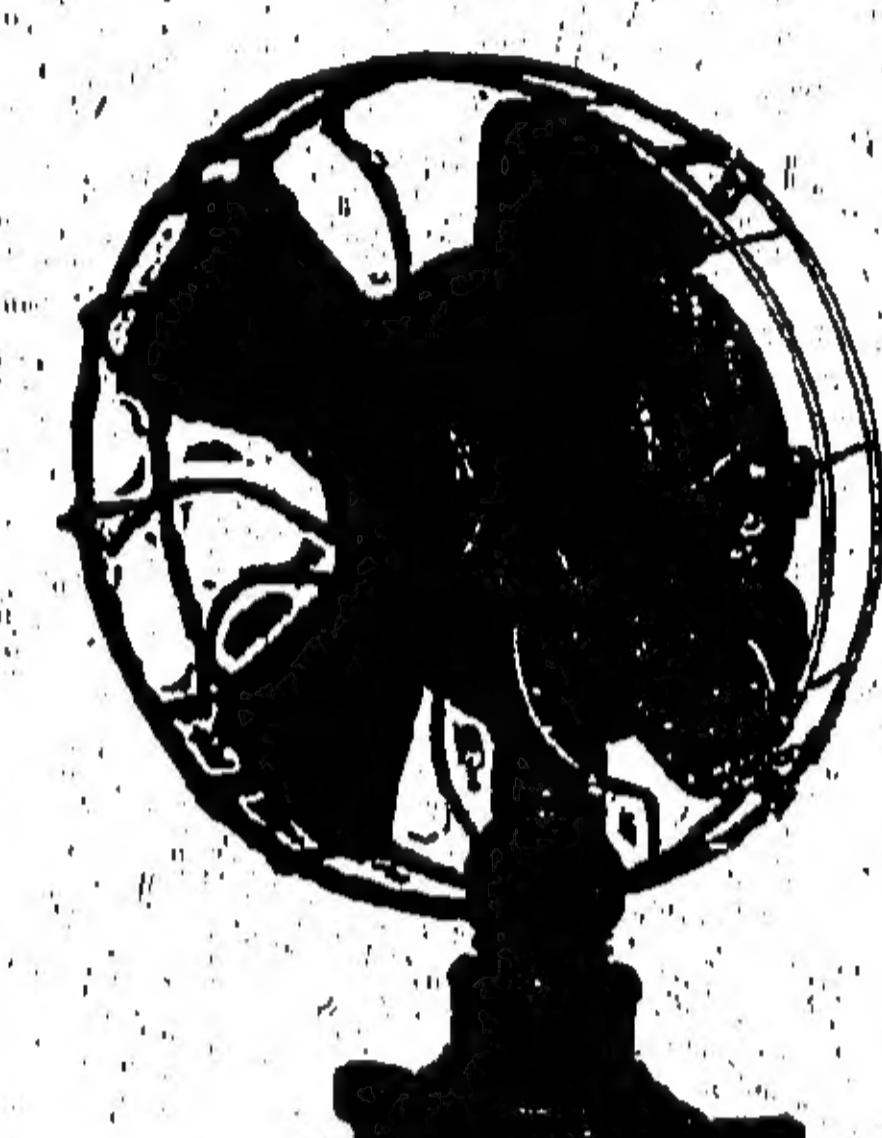
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The Hongkong Telegraph.

HONGKONG, THURSDAY, SEPTEMBER 18, 1913.

AIR FATALITIES AND PROGRESS.

Exactly how great has been the toll of the air, since man first successfully rose upon winged machines, we do not know. Complete figures on the point would be worth having. But never before, it is safe to say, has such a black time been encountered as last week when twenty-three air fatalities were recorded in Germany alone. This is paying a terribly heavy price for progress, but it is obvious that the more any country leads another, or others, in such a matter, the more heavily she must pay. It would be foolish, however, to be unduly pessimistic about this great total for one week. It is far from normal and means no more than that Germany has struck a bad patch. She may go for a long time now with hardly a fatality to record.

Still, these twenty-three fatalities make us pause and wonder whether it is not time that some conference was held to consider such accidents and to ascertain, if that be possible, their causes. The results of such a conference might be greatly useful to young aviators, many of whom have, up till now, given their lives perhaps needlessly in the cause. The record of fatalities in the British Army Flying Corps includes mostly the names of young men learning to fly; and full inquiry into the probable cause of each fatality could hardly fail to elicit something—more than one point—of permanent value for the guidance of young officers who are still in, or have just passed, the learner stage. (But, is it not obvious that every aviator is still a learner? The air is far from wholly conquered.) Facts concerning air currents, the dangers of volplaning, faults common to airmen not fully trained—these, and other useful information, could be collected and valuable hints drawn therefrom. If that is not done the best of our young officers have given their lives in vain; and that is not a pleasing reflection. In the cause of progress men have always been ready to risk their lives; but it is only reasonable to expect that that progress will not be retarded by want of interest or attention on the part of those in authority.

Unfortunately, however, the British Government has had to be driven every inch of the way it has progressed in interest in aviation. If, for the moment, British makers are behind their rivals it is because the Government was asleep for years and made not the slightest effort to wake up and show society equal to its continental neighbours. Happily, what the Government has failed to do, others have tried with some success. A recent issue of the *Daily Mail* remarks the withdrawal from the waterplane race, which it promoted, of Mr. James Radley. In an editorial it says:

"But the cause of that withdrawal in itself illustrates the necessity of the competition. We laid it down deliberately and after much consideration that the engine of each competing machine must be of entirely British manufacture. We recognised a weak place in British aeronautics and sought to strengthen it. Mr. Radley finds that his British engine is faulty, to an extent which precludes the possibility of a long flight in the imminent future. No blame for this attaches to the firm which made it. It is a small fault, and the design of the engine is generally approved. But without British engines the waterplane, which is to be our chief aerial weapon, can never be satisfactorily developed. All foreign makers are over-loaded with orders, and we must in the interests of national defence build engines for ourselves."

That, of course, is the patriotic view. The pity of it is that the Government does not recognise it as clearly as do others. The war office and the admiralty have, however, announced a competition for aerial engines to be held next year. That is so far good; perhaps they are waking up after all.

Inefficient Brakes.

Reference must be made to a case brought before Mr. Ome at the Police Court on Tuesday, when two ladies were charged by Inspector Withers with having inefficient brakes on the trucks of which they were in charge. The men were fined \$2 each. We hope to hear, within the next few days, that a few dozen more offenders have been gathered in and summarily dealt with. Police laxity in the past has given some of these truck gentry the impression that the Regulations will not be acted upon. Twenty or thirty more summonses will, without doubt, correct that impression, and will serve to remind the culprits that endangering the limbs or lives of people who use the roadway is not just a big joke.

The Housing Problem.

More than once have we drawn attention to the hardships inflicted on middle-class Europeans in the Colony owing to the invasion of hitherto European residential quarters by Asiatics. A case which has just come to our notice is worth mentioning as providing a concrete example on the point. A European family occupied a flat on the side of the harbour and thought they were comfortably installed there for a few years. Recently, however, China came into occupation of the flat below—not one or two, but a whole building, quite twenty in number. Life for the Europeans consequently became unbearable, and they were forced to pack up and seek new quarters in Kowloon. If things go on at the present rate, however, even this solution of the problem will be out of the question, since the "invasion" is now beginning to spread to Kowloon also. Cannot the Government do something on behalf of a class of Europeans who so far have received but scant consideration at the hands of the authorities?

Hot or Cold Baths?

The question of whether the morning bath should be hot or cold has recently been raised in the Press at Home, and it is one which, in the interests of health, is worth serious consideration. In Hongkong, as everywhere else, both the hot bath and the cold has its champions—the hot many; the cold but few. It has been pointed out, however, by a prominent medical authority at Home that the mischief of a hot bath begins when the delight is over-prolonged. To sit in a hot bath for half an hour or more, as some people do, reading a novel and smoking a cigarette, is obviously foolish. No man or woman, we are told, should require to spend more than five minutes in the bath. A point to be remembered, too, is that in the summer the bath should be rather warmer than in the winter, for then the effect is to leave an agreeable sense of comparative coolness; while in winter the water should be rather cold, the final effect of that being a welcome sense of "glow." We are a raid that in Hongkong the procedure is often reversed. Perhaps some of our medical friends will send us a letter for insertion—his name not to be published—on this point. Conditions in the East differ greatly from those in the West, and here we have always understood that it is a rule amongst medical men to advocate and recommend the warm bath, and never the cold one, save bathing, of course, excepted.

Chinese Philatelists.

Local philatelists will be interested in a note which appears in the trade returns of Shanghai for 1912. It states that among the novel trades which were adopted during the year was that of stamp collecting. Most of the numerous exchange shops, we read, sold used Chinese and used foreign stamps. Upon the whole, the young Chinese student class might have adopted a much wiser hobby. The international nature of the foreign population of Shanghai must ensure a ready and full supply of the more common varieties, and the student who collects these will find them of some educational value. There are many Englishmen living to-day who are ready to admit that what geographical knowledge still clings to their memory was first fastened there as the result of stamp collecting in their youth.

Mr. Bruton immediately applied to Mr. Hasland for bail. Mr. Orme having finished his duties as Magistrate, and the application was granted.

DAY BY DAY.

"Just law is no restraint upon the freedom of the good, for the good man desires nothing which a just law will interfere with," Froude.

The Mail, Siberian Mail.—Arrived per s.s. Chonan last evening.

German Mail.—Arrived per s.s. Gneisenau last evening.

Siberian Mail.—Despatched per s.s. Gneisenau at 3 p.m. today.

Canadian and Siberian Mails.—Arrived per a.s. Empress of India this morning.

German Mail.—Despatched per s.s. Lustzow at 10 a.m. today.

Australian Mail.—Closes per a.s. St. Albans at 10 a.m. tomorrow.

American and Canadian Mails.—Closes 11 a.m. Hongkong Mau at 11 a.m. tomorrow.

Arrived.

Among the passengers to Hongkong by the Empress of India was Dr. O. Marotti.

Ordered to Hongkong.

Lieut. A. Dinnally, Army Ordinance Department, has been ordered to Hongkong.

Lieut. Griffith, D.C.L.I.

Lieut. A. H. Griffiths, Cornwall Light Infantry, has been selected for service with the King's African Rifles.

Truck Accident.

A woman has been sent to the hospital suffering from injuries received by her left foot caused by a truck accident in Wing Lok Street.

Folk Absconds.

A Chinese folk dealer of 1, Gough Street has reported to the police that his folk has absconded with the sum of \$180, and absconded.

Cigarette Case Found.

The silver cigarette case lost by Major Dickinson, as he was leaving the circus on Tuesday night, has been found by a boy.

Leaving for Europe.

Mr. Arthur Nilsson, Consul General for Sweden, leaves with Mrs. Nilsson tomorrow, by the Swedish East Asiatic s.s. Yeddo, for home, via Siberia for a short holiday.

Reported House-breaking.

The police have received a report from a married woman at Sai Wan Ho, to the effect that some one broke down the door of her house and stole clothing and four umbrellas, of a total value of \$20.

Interesting Wedding.

The marriage arranged between Eric Osborn Alabaster, Royal Engineers, youngest son of the late Sir Chaloner Alabaster, K.O.M.G., His Majesty's Consul-General, China, and of Lady Alabaster, Boscombe, and Muriel, youngest daughter of the late D. A. Darling, of Shanghai, and Mrs. Darling Rutherford, Sussex, was to take place on Sept. 10 at St. Ives Church, Rothefield.

Victoria Theatre.

The enterprising management of the Victoria Theatre are giving the public good value for their money this week in the magnificent English film "Mathilde"—a photo play founded on Eugene Sue's celebrated novel. The film is in three parts and gives all the main points of the story in wonderfully realistic fashion. As there will be a change of programme on Friday, theatre-goers should not fail to see this splendid picture to-night.

DISCHARGED AND REARRESTED.

The three Chinese charged before Mr. Geoffrey Norman Orme, at the Police Court, this afternoon, with being in possession of banknotes to the value of \$22,500, were discharged, but no order was made by his Worship as to what should be done with the money.

Mr. F. B. L. Bowley prosecuted, and Mr. Bruton defended.

When the men got outside the Court they were arrested on a charge of being in possession of property stolen outside the Colony, under the Larceny Ordinance of 1865.

Mr. Bruton immediately applied to Mr. Hasland for bail. Mr. Orme having finished his duties as Magistrate, and the application was granted.

THE CHAN KING-WAH EXECUTION.

How the Chief of Police Met His Death.

(From a Special Correspondent.)

Canton, September 17.

The facts concerning the shooting of Chan King-wah, Canton's late energetic Chief of Police, are officially given as follow:

Tutub Long, having received telegraphic instructions from Peking on the morning of the 15th inst., for the immediate execution of Chan King-wah and Chin Chung-pun, invited them both to the customary mid-autumn festival banquet which fell upon that day. During dinner they were relieved of their weapons by an attendant. As soon as they were disarmed, Tutub Long produced the official telegram and without a word handed it to them for their perusal.

Its effect upon the two men was strikingly different. Chan King-wah walked out of the room as directed. As he reached the top of the stairs a soldier put a Mauser pistol to his head and blew his brains out, his death, of course, being instantaneous.

Chin Chung-pun, on the other hand, bided no sooner read the words that pronounced his doom than he burst into tears as his comrade in misfortune passed out of the doorway. The shot immediately followed, seemed to convince him of the inevitability of his fate.

He turned to Tutub Long, who had remained seated throughout,

and asked him to take care of his little son and daughter. Lung returned no answer, whereupon

Chin Chung-pun rose from his seat, also passed through the fatal doorway, once outside which, he was immediately dispatched by the soldier who had shot Chan King-wah.

On the question of Chan King-wah's execution, public opinion is divided. Some say that, whatever the merits of the present question, he deserved death, anyway, for the number of innocent people he himself had executed. Others, however, more far-sighted, wonder where high officials are to be obtained, if an invitation to dinner with the Governor General may have

death as an unwritten item on the menu. Strange to say, now that the man is dead, there is very little appreciation of the good work done by Chan King-wah throughout his whole tenure of office. Chan King-wah was certainly unpopular with the present Tutub's army, many of the speakers at the yamen at two o'clock—and never came out alive. If he was opposed to General Lung, it is strange that he should have been so anxious to trap the very men who wanted to kill Lung."

"I think," continued the speaker, "that there is now no trouble in the air for Canton. The armed police, to a man, were devoted to Mr. Chan. It is thought that Lung Obai-kwong, for his own safety's sake, will disarm some if not all of them. If he does, Heaven help Canton, for no one else can keep the order in the city that they kept. The people on the Shaws are furious at what has taken place, for Chan King-wah was very popular among the Europeans.

"As to the charges made against him, most, and probably all, were manufactured to suit his enemies' convenience. He was accused of taking squeeze, for instance.

What has he done with the money?

In Canton?

Public opinion, both in Hongkong and Canton, continues to strengthen on the subject of the slaying of Chan King-wah, the Chief of Police in Canton. The more thoughtful of the Chinese are

as horrified as the Europeans

at the dead man'slavatory basin

and then fallen on to the floor.

At the time, the sea was a dead calm and there was no wind blowing, so that the fish could not have been washed on board.

Rough computations were made

and it was concluded that the top

of the rail, and the window sill

were quite 21 feet from the level

of the sea. Some idea of the force

with which the fish struck the

window sill may be gathered

when it is stated that it took a

boy quite ten minutes to scrape

the scales from the fish off the

woodwork. The fish, too, had an

enormous bruise all along its side

where its scales had been knocked

off.

HONGKONG FOOTBALL ASSOCIATION.

The Examination for Referees.

The Referees' Board of the

Hongkong Football Association

will meet at the R.E. Theatre on

Friday week, 26th September, at

5 p.m. for the purpose of com-

pling the list of official referees

for the coming season. Officials

who have already passed the

qualifying examination must fol-

low details with certificates as

possible, to the hon. secretary

Mr. F. W. Eager, at the R.N.O.

CRIMINAL SESSIONS.

Charge of Manslaughter at Yaumati.

The Sessional Criminal Sessions opened at the Supreme Court this morning. The Chief Justice, Sir William Rees Davies, K.C., presided over the first Court and the Vice-Chairman, Mr Justice Kemp, over the second.

FIRST COURT.

Referring to the case of Rex against Alim Khan, the Attorney-General, the Hon Mr J.A.S. Bucknill, K.C., mentioned that the Crown proposed to enter a *mala proposita*.

His Lordship:—Let it be done. The jury returned a unanimous verdict of "not guilty," and the prisoner was accordingly discharged.

Manslaughter Charge.

Lok Kwai pleaded not guilty to a charge of manslaughter at Yaumati on July 24. He was undefended.

The following gentlemen were sworn on the jury: Messrs. K. M. Cumming, A. Courtenay, V. B. de Souza, E. Zeller, R. O. Gutierrez, M. A. dos S. Gomes, and J. Riecken.

The Attorney-General, in his opening remarks, said the circumstances of the case were comparatively simple. At about half past ten in the morning of the 24th of July, there appeared at the police station the accused, and it was only right to say at once that he was brought there by some other Chinese people. He was knocked about considerably, that was to say he had bruises on his chest, and—what one would familiarly call—a blackeye. At some time there also came to the station a young man who was wounded in the body—a little stab, as it were—and no doubt had it been a stab in the shoulder or in any other muscular part of the body, it might not have been followed by serious results. He was taken to the Hospital and died of peritonitis in the course of a few hours. What was the cause of all this? That was the subject of the present charge. The accused man was a ranger to the deceased, and apparently the deceased man did not know the accused at all. What took place was this. The accused man appears to have been employed on a launch and one morning, while he was working on the launch, a Chinese employed on a cargo boat sought to have hired a little rowing boat to enable him to get ashore. The rowing boat drew up by the side of the launch, and by the side of the launch on which the accused was working. The accused, either intentionally or unintentionally, threw a stone hard from the launch something which was differently described. One witness said it was a piece of coal and the accused man said it was a piece of cotton waste. Anyhow, this man thought it had been thrown at him, and subsequently he entered into an altercation with the accused. They seemed to have exchanged abusive words; and it has been challenged as to whether they fought. What happened next was a matter on which the jury would have to form their own opinion. It was clear that the men went ashore and that there was a quarrel—perhaps he was not wrong in saying there was a fight. The stories concerning this fight diverged considerably, and possibly the jury would come to the conclusion that the partisans of both sides, consciously or unconsciously exaggerated. The story of the witness for the prosecution was that the accused ran about chasing and threatening people with a file, and there was no doubt that the wound which killed the deceased man was inflicted with that instrument. The story of the accused man was different. His version was that directly he got on shore he was attacked by the deceased and a lot of other people, that he was knocked about, and that he resisted and in the disturbance, that ensued he took out with the file unknowingly inflicted the wound that caused the death of the other man.

Doctor W. B. Moore, Government Civil Hospital, gave evidence to the effect that death was due to septicaemia. The deceased was suffering from a small wound in the abdomen when he was admitted to hospital.

SPECIAL CABLES.

ANOTHER PEKING SENSATION.

ARREST OF AMERICAN SUBJECT CAUSES TROUBLE.

(From Our Own Correspondent.)

Shanghai. Received Sept. 18.

The arrest in Peking of a half-caste Chinaman, who is an American subject, and the denial to him of access to the American Legation, have created a sensation in American circles.

The Washington authorities have approved of the presentation of demands for the punishment of those responsible, an apology, and the dismissal of the police officer concerned.

The Premier apologised at the Legation yesterday. It is reported that the victim was recently in charge of the Canton Arsenal.

CHINA AND JAPAN.

THREATENED LANDING OF TROOPS BY JAPAN.

(From Our Own Correspondent.)

Shanghai. Received Sept. 18.

General Chang Hsien has not yet apologised, and Japan is accordingly sending a squadron of destroyers towards Nanking, and is threatening to land a whole division of troops unless the demands are carried out to the letter by General Chang.

Japan is also insisting on the removal of General Chang and will not break delay.

PENANG JOURNALIST'S DEATH.

(From Our Own Correspondent.)

Singapore. Received Sept. 18.

The death has occurred from apoplexy of Mr. Horne, sub-editor of a Penang newspaper. Dr. Horne was formerly of Hongkong.

[The late Mr. Horne was for many years engaged in journalistic work in the Straits. After a period of service in the Straits Settlements he came to Hongkong and was successively on the staff of the "Daily Press" and the "Hongkong Tele. Apn." He then went North, and some time ago returned to the Straits, securing the appointment which he held to the time of his death. He was a capable writer and his friends will hear with regret of his demise.]

Accused and an operation was ready, but deceased did not survive.

SECOND COURT.

Kidnapping Charge.

In the Second Court a youth named Ho Sung was charged with kidnapping a 1½-year-old girl at Tai-tuk-tin on July 13.

The jury comprised Messrs. F. H. Hickman (foreman), John E. Osborne, D. G. Nicoll, J. P. J. Lopez, W. H. Ward, Ezra Abraham, and L. le Bel.

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted. Prisoner, who was undefended, pleaded not guilty.

In outlining the case the Crown Solicitor said that on July 3 the small boy was seen to go out with the prisoner apparently to play, but as neither of them returned the parents informed the police. It was eventually ascertained that the child had been taken to Macao, where the authorities handed him over to his parents. Two other men were retained with the prisoner at Macao, the second man having been overheard in the street talking to the prisoner about the boy.

The prisoner and the other man agreed to find the father of the child, and took the detainees to a third man who claimed the child.

Consignees of Cargo from SINGAPORE & PENANG are requested to take immediate delivery of their goods from along-side, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 19th inst. will be landed at consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

DAVID SARSON & CO. LTD.

Agents.

Hongkong, 18th Sept., 1913. [444]

Regular Steamship Service

For NEW YORK.

With Liberty to call at the Malabar Coast.

Proposed Sailing from Hongkong

S.S. "SHIMOSA"] on or about

For Freight and further information apply to

NORDDEUTSCHE LLOYD,

MELCHERS & CO.

Agents.

Hongkong, 18th Sept., 1913. [444]

Mr. Komor Leaves
Mr. S. Komor (of the firm of Komor and Komar) left today by the German mail for Singapore. He will be absent from that colony for a few weeks.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good, Clean & Wholesome Milk.

To-day's Advertisements.

PLAGUE KILL THE GERM AND PREVENT DISEASE

THE PLAGUE GERM CAN BE EFFECTIVELY DESTROYED. READ WHAT "THE LANCET" (JULY 21, 1906) SAYS:

"An experiment of considerable importance has recently been made to effect that which is claimed by Acidine Iodine to do. Experiments made with the acidine iodine solution of IZAL and analogous bodies 'tells, except after prolonged immersion, that they are successful after short periods."

One Tablespoon of IZAL makes 10 pints of reliable disinfectant guaranteed to kill the germs of any infectious disease in Five Minutes.

ONE GALLON—ONE FARTHING.

SOLE AGENTS: W. R. LOXLEY & CO. YORK BUILDING.

To-day's Advertisements

NOTICE TO CONSIGNEES.

From YOKOHAMA, KOBE AND MOJI

THE Steamship

"DJUWARA"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Car-impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SARSON & CO. LTD.

Agents.

Hongkong, 18th Sept., 1913. [444]

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"JELUNGA"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 19th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take immediate delivery of their goods from along-side, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

Optional cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining un-delivered after the 24th of Sept., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 24th inst., at 9.30 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. LTD.

Agents.

Hongkong, 18th Sept., 1913. [444]

HONGKONG COTTON SPINNING, WEAVING and DYEING Co. Ltd.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers on

THURSDAY, the 2nd October, 1913, at 12 Noon, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1913.

The TRANSFER BOOKS of the Company will be CLOSED

from the 25th September to the

2nd October, both days inclusive.

JARDINE, MATHESON & Co. Ltd.

General Managers.

Hongkong, 18th September, 1913. [444]

WANTED.

ENGLISHMAN requires to go as paying guest in private family, Kowloon, Hongkong or The Peak. Apply Mr. L. C. Price, General Manager, Hongkong Telegraph.

MACKINTOSH & CO., LTD.

"MEN'S WEAR SPECIALISTS."

16, DES VŒUX ROAD.

NEW NECKWEAR

DISTINCTIVE AND TASTEFUL IN DESIGN
MACKINTOSH & CO., LTD.

WILLIAM POWELL, LTD.

TELEPHONE 846

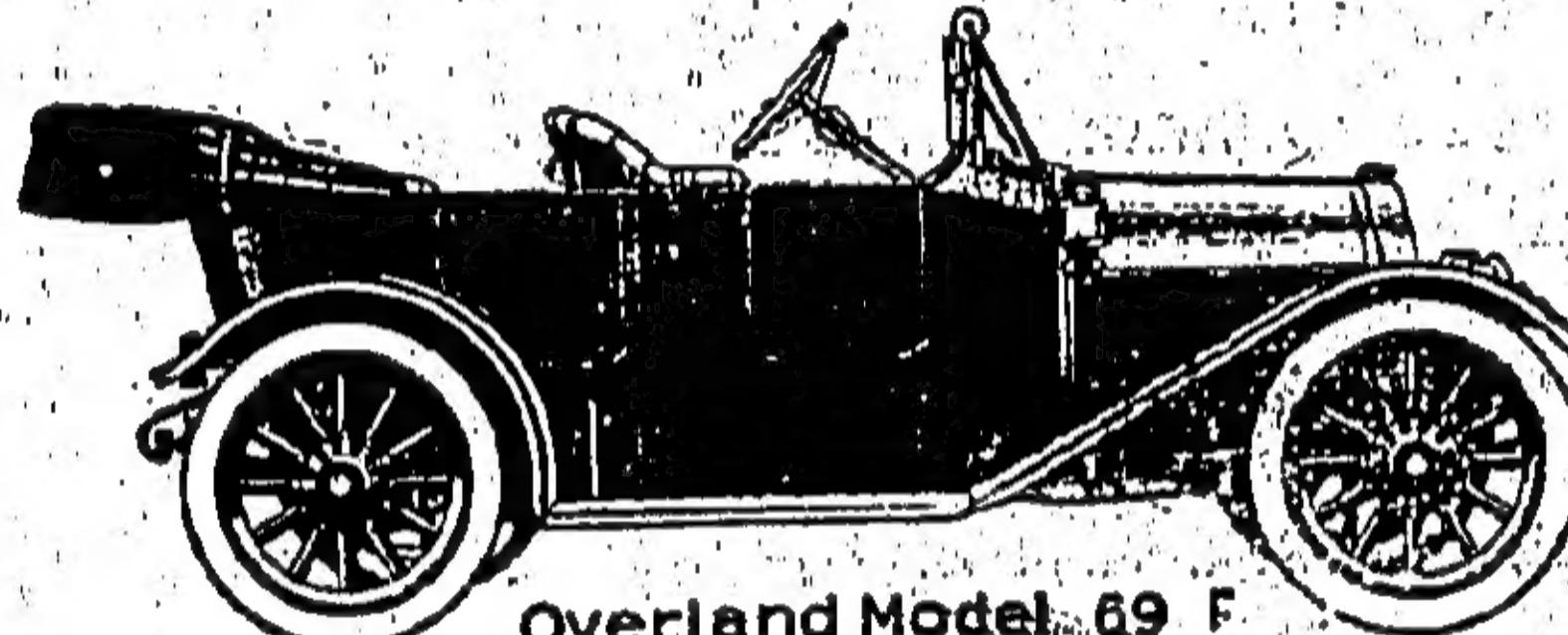
NEW FOOTWEAR FOR LADIES
SMART ATTRACTIVE STYLES.
EVERY POSSIBLE FITTING.
The Pick of Elegant Models

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

ORDER YOUR CAR AT ONCE!



Overland Model 69 F

A number of Overlands have now arrived and are finding a ready sale.

Sole Agents.

DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

THE WONDER WATER OF JAPAN.
CLIFFORD WILKINSON'S TANSAN

The Most Healthful Water Known to Science.

GANDE, PRICE & CO., LTD.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	24th Sept.
Empress of Asia	8th Oct.
Empress of Japan	22nd Oct.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are now quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £7.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £6.50.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE." Intermediate service, via Canadian Atlantic port £4.50, via Boston or New York £4.50. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Loco and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA" 5,206 tons, Capt. Sullivan, will be despatched for YOKOHAMA KOBE and MOJI on 21st Sept.

S.S. "JAPAN" 6,013 tons, Capt. Seddon, will be despatched to SHANGHAI, KOBE and MOJI on 25th Sept.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched as above on 23rd Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASOON & CO., LTD.

Hongkong, Sept. 15th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 18th SEPTEMBER.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

FRIDAY, 19th SEPTEMBER.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651 S.S. "SUI AN." Tons 1651.

HONGKONG TO MACAO.

Week-days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 21st September.

The Company's Steamship,

"HEUNGSHAN,"

will depart from the Company's Canton Steamers' Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—There will be no sailings on Sunday from Macao at 7.30 a.m. and from Hongkong at 12.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd. The China Navigation Co., Ltd. and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

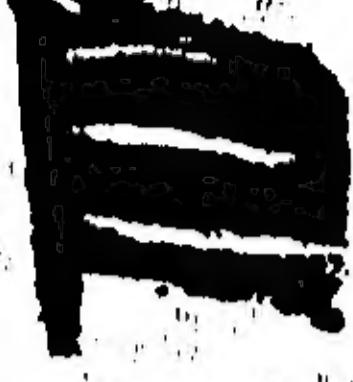
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION

Destination
MARSEILLE, LONDON & ANTWERP, via SINGAPORE, Penang, Colombo, Suez, and Port Said

Steamers
IVO MARU
Capt. Hirase
T. 12,500
HIRANO MARU
Capt. Fraser
T. 16,000

Sailing Date
WED'DAY, 24th
Sept. at daylight.
WEDNESDAY, 8th
Oct. at d'light.

VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu and Yokohama

KUMANO MARU
Capt. Winckler
T. 9,300
INABA MARU
Capt. Tominaga
T. 12,500

TUESDAY, 23rd
Sept. at 4 p.m.
TUES., 7th
Oct. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane

KAMAKURA MARU
Capt. Hori
T. 12,500
KAMO MARU
Capt. Kawara
T. 16,000

WED'DAY, 24th
Sept. at noon.
WEDNESDAY,
22nd Sept. at noon

CALCUTTA, via Singapore and Rangoon

CEYLON MARU
Capt. Noguchi
T. 12,000
KANAGAWA MARU
Capt. Tominaga
T. 12,500

MONDAY,
22nd Sept.
THURSDAY, 25th
Sept. at 11 a.m.
MONDAY, 29th

NAGASAKI, Kobe & Yokohama

INABA MARU
Capt. Tominaga
T. 12,500
PENANG MARU
Capt. Murazumi
T. 12,000
KANAGAWA MARU
Capt. Machida
T. 12,500

TUESDAY, 23rd
Sept. 5 p.m.
SATUR., 27th
September.
MONDAY, 29th

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

YOKOHAMA K O B E M O J I N A G A S A K I

Return. Return. Return. Return.

1st class ... \$135 \$122 \$108 \$95
2nd class ... 8.81 8.75 8.55 8.57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 992.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers To Sail.

SHANGHAI "ANHUI" 18th Sept. at 4 p.m.
SHANGHAI "KALOAN" 20th Sept. at m'night.
MANILA, CEBU & ILIO. "CHINHUA" 23rd Sept. at 4 p.m.
WEIHAIWEI & TSIN "HUICHOW" 25th Sept. at noon.
SHANGHAI "LUCHOW" 25th Sept. at 4 p.m.
SHANGHAI "YINGCHOW" 27th Sept. at m'night.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & TAIYUAN 24th Sept. at 3 p.m.

Australian ports

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI."

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean." SHANGHAI LINE—The Twin Screw steamers "Anhui" "Chenan," "Linax" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36
Hongkong 18th Sept., 1913.

BUTTERFIELD & SWIRE
Agents

COMPAGNIE MARITIME INDO-HINOSSE

For Haiphong Direct.

S.S. "SIKIANG"

CAPT. PANNIER

Will leave shortly for Haiphong direct.

For Freight and passage apply to M. SAINT CLAIR.

de BUSSIERRE, Agent

MESSAGERIES MARITIMES, CIE.

Shipping

HONGKONG — PHILIPPINES
PHILIPPINES STEAMSHIP CO.

Steamship T. Captains For Sailing date.

RUBI 4000 F. S. McMurray Manila Mangarin, Cebu and Illoilo. WED'DAY, 24th Sept. 4 p.m.

ZAFIRO 4000 J. Miller Manila Mangarin, Cebu and Illoilo. SATU'DAY, 4th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to SHEWAN TOMES & CO. GENERAL MANAGERS

Hongkong, 15 Sept. 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fort

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
SHANGHAI	KWONGSANG	Fri., 19th Sept. at noon.
SHANGHAI	WINGSANG	Satur., 20th Sept. at 4 p.m.
MANILA	YUENSANG	Satur., 20th Sept. at 8 p.m.
SHANGHAI	CHOYSANG	Tues., 23rd Sept. at noon.
S'HAI, Kobe & Moji	NAMSANG	Fri., 26th Sept. at noon.
MANILA	LOONGSANG	Satur., 27th Sept. at 2 p.m.
SPORE, Pang & C'outta	FOOKSANG	Tues., 30th Sept. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lova," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyjang," "Kwonggang" and "Hangeang" will call at Swatow on their way down from Shanghai. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

LONDON & ANTWERP...RADNORSHIRE 16th October.

LONDON & ANTWERP...VESTALIA 25th October.

LONDON & ANTWERP...DEN OF RUTHVEN 10th Nov.

LONDON & ANTWERP...DENBIGHSHIRE 20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA VVER. STLE, DEN OF GLAMIS 20th September.

TACOMA & PLAND... DEN OF AIRLIE 16th November.

VICTORIA VVER. STLE, MONMOUTHSHIRE 14th December.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215 Sub. Ex. No. 9 Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI on the 29th September at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215 Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVERS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for— JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

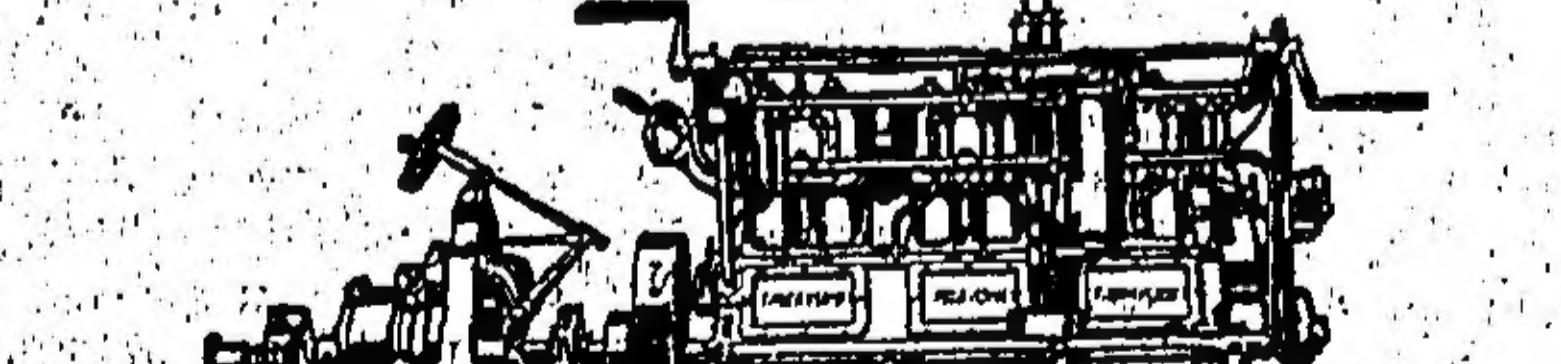
As supplied to the British Admiralty & War Office.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 22

0.6 type Motor and Reverse Gear.
B.H.P. Paraffin 7', Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GURBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 22

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For	To be Applied To	To be Dispatched.
London & Antwerp etc.	Radnorshire	J.M. Co.	12. Oct.	
London & A'werp via S'apore etc.	Nore	P. & O.	1. Oct.	
London & Antwerp etc.	Vestalia	J.M. Co.	18. Oct.	
London via Usual Ports of Call	Izaseye	P. & O.	27. Sept.	
Senegambia	H. A. L.		1. Oct.	
Austria	S.W. Co.		1. Oct.	
Spezia	H. A. L.		3. Oct.	
Port Said	Magellan	M.M. Co.	23. Sept.	
Marseilles via Singapore	Iyo Maru	N.Y. K.	24. Sept.	
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	5. Oct.	
Marseilles, London & Antwerp	Hirano Maru	N.Y. K.	8. Oct.	
Glasgow, London & Antwerp	Glenlogan	S.T. Co.	7. Oct.	

NEW YORK SAN FRANCISCO AND CANADA.

A. Prince	A. K.	29. Sept.	
Shimosa	D. & Co.	9. Oct.	
Ambia	H. A. L.	19. Sept.	
H'kong M.	T. K. K.	19. Sept.	
Korea	P. M. Co.	20. Sept.	
Siberia	P. M. Co.	4. Oct.	
E. of India	C. P. R.	24. Sept.	
Awa Maru	N. Y. K.	23. Sept.	
O. F. Laciez	H. A. L.	30. Sept.	
Sado Maru	N. Y. K.	23. Sept.	
D. of Glamis	J. M. Co.	23. Sept.	
Seattle Maru	O. S. K.	3. Oct.	

AUSTRALIA.

St. Albans	G. L. Co.	19. Sept.	
Taiyuan	B. & I.	24. Sept.	
Kumano M.	N. Y. K.	24. Sept.	
Coblenz	M. & Co.	4. Oct.	

SINGAPORE COAST PORTS AND JAPAN.

Mexican, Peruvian & Chile etc.,	Bufo Maru	T. K. K.	4. Oct.	
Kobe, Moji & Yokohama	Indo Maru	O. S. K.	20. Sept.	
Kobe and Moji	Jelunza	D. S. Co.	23. Sept.	
Kobe	Perie	S. W.	27. Sept.	
Yokohama and Kobe	Fultala	J. M. Co.	29. Sept.	
Kobe etc.	Buyo Maru	T. K. K.	4. Oct.	
Kobe, Moji & Yokohama	Iuzon Maru	O. S. K.	30. Oct.	
Wahwei & Tientsin etc.	Penang M.	N. Y. K.	27. Sept.	
Nagasaki, Kobs & Yokohama	Huichow	B. & S.	25. Sept.	
Nagasaki, Kobe & Yokohama	Inabu Maru	M. M.	25. Sept.	
Shanghai	A B hic	M. M.	25. Sept.	
Shanghai, Kobe & Yokohama	Tjibodas	J.C.J. L.	23. Sept.	
Shanghai	Albenga	H. A. L.	20. Sept.	
Shanghai	Chenan	B. & O.	21. Sept.	
Shanghai	Luchow	B. & S.	25. Sept.	
Shanghai	Kalgan	B. & S.	20. Sept.	
Swatow, Amoy & Foochow	Haitan	D. L. Co.	23. Sept.	
Swatow, Amoy & Foochow	Haiching	D. L. Co.	23. Sept.	
Swatow, Amoy & Foochow	Halyang	D. L. Co.	19. Sept.	
Singapore, Penang & Calcutta	Fooksang	J. M. Co.	30. Sept.	
Shanghai and Moji	A Apcar	D. S. Co.	27. Sept.	
Shanghai, Yhama, Kobs & Moji	Yeddo	A. N.	19. Sept.	
Shanghai	Vingchow	B. & S.	27. Sept.	
Shanghai	Tjipanas	J.C.J. L.	F. half S.	
Manila, Mangarin, Illoilo & Cebu	Yuensang	J. M. Co.	20. Sept.	
Manila, Cebu and Illoilo	Rubi	S. T. Co.	24. Sept.	
Manila, Mangarin, Illoilo & Cebu	Chinhua	B. & S.	23. Sept.	
Calcutta etc.	Loongsang	J. M. Co.	27. Sept.	
Singapore, Penang & Calcutta	Zafiro	S. T. Co.	4. Oct.	
Bombay via Singapore, Colombo	Ceylon M.	N. Y. K.	20. Sept.	
Java	Oliwara	D. S. Co.	23. Sept.	
Java	Saigon M.	O. S. K.	23. Sept.	
Java	Tjimanoe	J.C.J. L.	23. Sept.	
Kobo and Yokohama	Tjikini	J.C.J. L.	F. half S.	
Shanghai, Kobe and Moji,	Titaroem	J.C.J. L.	F. half S.	
Jesettion, Kudat and Sandakan	Tjimani	J.C.J. L.	F. half S.	
Namsang	Tjilatjap	J.C.J. L.	F. half O.	
Borneo	Kamo Maru	N. Y. K.	5. Sept.	

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls; welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033, [48]

ARE USED IN THE

BRITISH and in the GERMAN Navy.

ULDERUP & SCHLUTER.

HONGKONG.

HOTEL LISTS.

Hongkong Hotel.
 Andrews, J. W. P.
 Avery, Mrs. E. V.
 Ahl, F. E.
 Barberini, E. T.
 Bates, E. R.
 Bates, H. B.
 Becker, Mrs. F. W.
 Bouwmans, M.
 Campbell, C.
 Connell, J. J.
 Castro, Mr.
 Mrs. F. X. D. A.
 Castro, Miss D.
 Castro, Master
 Dr.
 Cambridge, A. J.
 Chapple, F. T.
 Claxton, A. A.
 Colman, Dr. A.
 Colman, Miss J.
 Diamond, Miss J.
 Davis, C. H.
 Derteano, Mr &
 Mrs. & children
 Dewar, J.
 Douglas, Mr &
 Mrs. R. H.
 Ehrenfeld, Mr &
 Mrs. H. E.
 Elliott, T. H.
 Fletcher, Mr
 Mrs. N.
 Grimshaw, R. J.
 Gallotte, H.
 Geare, Mr. and Mrs. I. H.
 Gillespie, Dr. J. M.
 Gordon, A. G.
 Goulbourn, V.
 Gourlay, R. J.
 Grindley, P. O. Von.
 Hall, H.
 Hanna, Dr. J. G.
 Hanibal, Mr &
 Mrs. W. A.
 Harbord, W. T.
 Hewitt, Hon. Mr. E.
 A. C. M. G.
 Hurmann, Dr.
 Hawkins, Capt. H. J.
 Humphrey, Mr. &
 Mrs. E. D.
 Humphrey, S. E.
 Holm, Mr. & Mrs. P.
 Humpmann, R.
 Howarth, H. S.
 Jackson, Mr &
 Mrs. C.

King Edward Hotel.
 Almond, Mrs. R.
 Carell, F. J.
 Castro, C.
 Chee, T.
 Connell, R.
 Connell, H. E.
 Double, Mr. & Mrs.
 Donaldson, W. A.
 Finchett, Mrs.
 Gorinck, Mr. & Mrs. W. W.
 Grindle, G.
 Harris, J. B.
 Heimann, Mr.
 Mrs. D.
 Lauritsen, Mr.
 Mrs. Lennox, Mr. & Mrs.
 Logan, W.

Grand Hotel.

Allan, Mr. & Mrs.
 Binion, Capt.
 Christie, Mr. & Mrs.
 Cooke, Mr.
 Craw, Mr. and Mrs.
 A. B.
 Farouk,
 Esenck, C.
 Hansen
 Hoogvoren,
 Kay, Dr.

Craigieburn.

Caldwell, Mr.
 Caldwell, Miss
 Carpenter, M.
 Mrs. Cornell, W. A.
 Kyd, Mr. and Mrs.
 Galbraith, V. M.
 Guernier, Mrs.
 Meurer, Mrs.

Consignee

From PORTLAND, Or. and
 PUGET SOUND Ports.

THE H.A.L. Steamship

"C. FERD. LAEISZ"
 Captain Geissel, having arrived, consignees are hereby notified to send their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 18th inst. at Noon will be landed at Consignee's risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf & Godown Co.'s Godowns.

Cargo remaining undelivered on 24th inst. at Noon will be landed at Consignee's risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf & Godown Co.'s Godowns.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo to be left on board or in the Godown; the examination of same to be held on 23rd inst. at 10 a.m.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the H.A.L.

All claims must be filed on or before the 30th inst. otherwise they will not be received.

HAMBURG-AMERIKALINIE,
 Hongkong Office.

Hongkong, 18th Sept., 1913.

Consignees

Hongkong Hotel.
 Andrews, J. W. P.
 Avery, Mrs. E. V.
 Ahl, F. E.
 Barberini, E. T.
 Bates, E. R.
 Bates, H. B.
 Becker, Mrs. F. W.
 Bouwmans, M.
 Campbell, C.
 Connell, J. J.
 Castro, Mr.
 Mrs. F. X. D. A.
 Castro, Miss D.
 Castro, Master
 Dr.
 Cambridge, A. J.
 Chapple, F. T.
 Claxton, A. A.
 Colman, Dr. A.
 Colman, Miss J.
 Diamond, Miss J.
 Davis, C. H.
 Derteano, Mr &
 Mrs. & children
 Dewar, J.
 Douglas, Mr &
 Mrs. R. H.
 Ehrenfeld, Mr &
 Mrs. H. E.
 Elliott, T. H.
 Fletcher, Mr
 Mrs. N.
 Grimshaw, R. J.
 Gallotte, H.
 Geare, Mr. and Mrs. I. H.
 Gillespie, Dr. J. M.
 Gordon, A. G.
 Goulbourn, V.
 Gourlay, R. J.
 Grindley, P. O. Von.
 Hall, H.
 Hanna, Dr. J. G.
 Hanibal, Mr &
 Mrs. W. A.
 Harbord, W. T.
 Hewitt, Hon. Mr. E.
 A. C. M. G.
 Hurmann, Dr.
 Hawkins, Capt. H. J.
 Humphrey, Mr. &
 Mrs. E. D.
 Humphrey, S. E.
 Holm, Mr. & Mrs. P.
 Humpmann, R.
 Howarth, H. S.
 Jackson, Mr &
 Mrs. C.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
 S.S. KOREA.

From SAN FRANCISCO,
 JAPAN PORTS and
 MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo remaining on board TUESDAY September 16th, 1913 at 5 p.m. will be landed at Consignee's risk and expense.

Cargo remaining undelivered MONDAY September 22nd 1913 at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown.

SATURDAY September 20th 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before October 14th, 1913 otherwise they will not be recognised.

R. O. MORTON,
 Agent.

Hongkong, 15th September, 1913.

NORDDEUTSCHER LLOYD,
 BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong en' Kowloon Wharf and Godown Company Limited, Kowloon, and west Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will not be examined on the 23rd of Sept., at 9.30 a.m.

All claims must reach us before the 1st of October, 1913, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 General Agents.

Hongkong, 18th Sept., 1913.

To Sail

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK via
 SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE"

Capt. Whalley, will be despatched as above on MONDAY, the 20th Sept.

For freight and passage apply to

ARNOLD, KARBERG & CO.

General Agents.

Hongkong, 9th Sept., 1913.

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Consignees

NOTICE TO CONSIGNEES.
 FROM SHANGHAI, KOBE & MOJI.

THE Steamship

"GREGORY APOLAE," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from the Godowns.

Cargo impeding the discharge will be landed at Consignee's risk and expense into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LTD.

Agents,
 Hongkong, 11th Sept., 1913.

[145]

"INDRA" LINE, LIMITED.
 NOTICE TO CONSIGNEES.

From NEW YORK

THE Steamship

"INDRANI," having arrived from the above ports, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

All claims must be filed on or before September 25th, otherwise they will not be recognized.

5. MOFIMO-O.

Ago 9th

Hongkong 12th September, 1913.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. KOREA.

From SAN FRANCISCO,

JAPAN PORTS and

MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo remaining on board TUESDAY September 16th, 1913 at 5 p.m. will be landed at Consignee's risk and expense.

Cargo remaining undelivered MONDAY September 22nd 1913 at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown.

SATURDAY September 20th 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before October 14th, 1913 otherwise they will not be recognised.

R. O. MORTON,

Agent.

Hongkong, 15th September, 1913.

To Sail

Regular Steamship Service

FOR BOSTON & NEW YORK.

With liberty to call at the Malabar Coast.

PROPOSAL SAILING FROM HOKKAIDO

8.8. "SATSUMA" on or about

18th September.

For freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 18th Sept., 1913.

To Sail

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK via

SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"AFGHAN PRINCE"

Capt. Whalley, will be despatched as

above on MONDAY, the 20th Sept.

For freight and passage apply to

ARNOLD, KARBERG & CO.

General Agents.

Hongkong, 9th Sept., 1913.

[246]

New York's Breweries.

New York is not only the foremost manufacturing State of the Union, but it manufactures and uses more malt liquors than any other State. The beer industry ranks about fifth in commercial enterprises in the State, and amounts to \$124,000,000. About \$90,000,000 of this is credited to the City of New York, which has become a real beer city, says the New York Tribune. This industry pays into the State and country treasuries millions of dollars each year.

THE Steamship

"AFGHAN PRINCE"

Capt. Whalley, will be despatched as

above on MONDAY, the 20th Sept.

For freight and passage apply to

ARNOLD, KARBERG & CO.

General Agents.

COMMERCIAL

Rickmers Line and N.D.L.

The Rickmers Line is with the beginning of the coming year to establish a new freight steamer service every two weeks to Japan and China, whereas at present it only maintains a service with Siberian ports. The Rickmers Line has had an arrangement with Norddeutsche Lloyd, and this arrangement forbade the Rickmers Line to compete with that company. It expires, however, with the end of the current year. The foregoing arrangement has induced the Norddeutsche Lloyd to declare that they also will start a new freight line to the Far East on Jan. 1, 1914. Further, the Hamburg-American Line intends to secure passenger traffic to the Far East, so that conditions on that route are just now rather unsettled. It is not impossible, too, that the competition among the German companies will affect British shipping to the Far East. The Rickmers Line has ordered from its own yard three freight steamers more, so that six are now under construction.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and
Resident Engineer.

DOUGLAS STEAMSHIP CO., LTD.

THE Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, on Wednesday the 24th of September at noon for the purpose of receiving the Report of the General Managers, together with a Statement of Account to June 30th, 1913.

The Transfer Books will be closed from the 10th to the 24th of September, both days inclusive.

DOUGLAS L'PRAIK & Co.,
General Agents.
Hongkong, 3rd Sept., 1913 (440)

Notice

SPECIAL SALE OF WORK

IN AID OF THE

ORPHANS AND THE HOME FOR THE DESTITUTE.

The Superior and Sisters of the Italian Convent have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs, and a variety of articles suitable for presents, will be held at the Convent on the

22nd to 27th inst., inclusive, commencing each day at 10 a.m.

A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland.

This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superior and Sisters beg to solicit the patronage of a generous community to aid in the work of providing for the maintenance of the large number of Orphans at the Convent and outlying branches.

ITALIAN CONVENT,
28, Caine Road,
Hongkong, 13th Sept., 1913.

Entertainments ABROAD

The Hongkong Tramway Company, Limited.

THE LAST BAND NIGHT OF THE SEASON.

By kind permission of Major Robinson and Officers the Full Band of the 25th Punjabis will play on the Beach at North Point from 9 p.m. until 11 p.m. on

FRIDAY NIGHT, SEPT. 19, 1913.

Special Cars will leave the Post Office every few minutes.

VICTORIA THEATRE

ORF NIGHT

ONLY

TO-NIGHT

THE GREAT DRAMATIC FILM

"MATHILDE" 5000 ft.

ADAPTED FROM THE FAMOUS ROMANCE

d' EUGENE SUE

ALSO

A GOOD SELECTION OF NEW PICTURES.

A SPECIAL PROGRAMME.

BIJOU THEATRE

4 NIGHTS NIGHT

URDAY

GEO. SAMUELS PRESENTS THE FAMOUS Carnegie-Museum

ALASKA-SIBERIA EXPEDITION

Pictures

6000 FEET OF FILMS AND 30 EXPLANATORY SLIDES. ACCOMPANIED BY AN EXPLANATORY LECTURE.

TWO HOURS OF CONTINUOUS SENSATION AND BREATHLESS INTEREST.

THRILLING HUNTING SCENES UNDER THE MIDNIGHT SUN!

THE CROWNING ACHIEVEMENT OF MOTION PICTURE HISTORY!

Comedy, Tragedy, Pathos from Nature's Everlasting Drama. Staged at The Top of the World.

PERFORMANCE STARTS AT 9.15 p.m.

MATINEE AT 4.15 p.m. SATURDAY

PRICE: \$1.50, \$1.00, 70 Cents. MATINEE \$1.00, 50 Cents.

BOOKING AT MOUTRIES.

Notices

Notice

HONGKONG LAWN BOWLS LEAGUE. Open Singles Championship.

THE final tie in this Competition will be played on the Police Club Greens, Happy Valley, on SATURDAY NEXT, 20th inst., at 3.30 p.m. The Prize for the Championship and the Trophy for the League will be presented to the successful competitor by Mrs. Messer.

Members and friends of the "Happy Valley" Bowls Club are invited to be present.

B. L. F. JOST,

on Secretary.

22nd to 27th inst., inclusive, commencing each day at 10 a.m. A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland.

This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superior and Sisters beg to solicit the patronage of a generous community to aid in the work of providing for the maintenance of the large number of Orphans at the Convent and outlying branches.

ITALIAN CONVENT,
28, Caine Road,
Hongkong, 13th Sept., 1913.

T. S. FORREST,

General Agent.

MATHESON & Co. Ltd.

12, Queen's Road, Central.

TARRING FRENCH ROADS

Government to Spend £10,000,000.

In view of the fact that some of the roads in the Colony are being tared, the following despatch from Paris will be found interesting:

Not less than £10,000,000 will be spent in the next ten or twelve years, putting tar coat on 6,000 miles of highway, or one-quarter of the roads of France, according to the Minister of Public Works, M. Thierry.

The new tourist department at his Ministry is grappling with the problem of overhauling the roads for the benefit of motor traffic, which has already reached huge proportions and is threatening to ruin the splendid highways for which France is famous.

M. Thierry is convinced that the only way to combat the wear and tear is to undertake systematic tarring of the roads. He proposes to meet the heavy cost by a graduated tax on automobiles ranging from £3 for 12 horse power cars to £10 for all over 60 horse power.

M. Thierry also says that the tourist department is going to see France provided with clean, comfortable, and hygienic hotels, which are found in Germany, Austria and Switzerland, but are lacking in the republic, although everywhere the food obtainable in French country inns is excellent.

THE SANDEMAN CASE

Ex-Hongkong Resident's Bankruptcy.

In the Court of Bankruptcy, on August 15 a meeting was held of the creditors of Ernest Sandeman, whose statement of affairs showed liabilities £21,665 and assets, cash, £110s 8d. It was reported that the debtor came to England from Hongkong with a capital of £26,000, while, in addition, he had money on deposit with a firm in India. For about three years after his arrival he travelled for pleasure, and was then appointed director of various companies. His income from that source never exceeded £800 per annum, and during the past few years he had held no directorships. His capital had gradually dwindled through speculation, and some four years ago he was obliged to have recourse to moneylenders, obtaining loans from time to time. The debtor, who stated that he owed £16,000 to his wife, attributed his failure to the result of speculation, the interest on borrowed money, and depreciation of securities. There was no proposal before the meeting for the payment of a composition, and the case was left in the Official Receiver's hands.

FAILED TO STOP.

Master of a Steam Launch Fined.

Kwok Tseung, master of the steam launch Kwonghoi, was charged by P. C. Wilson at the Marine Court to-day, with unlawfully failing to stop when called upon to do so, and with disobeying the law's orders of the Harbour Master, by failing to proceed with caution with engines working dead slow when entering the Yaumati Typhoon Shelter on September 15.

Defendant pleaded guilty to both counts.

P. C. Wilson said that he was going towards Yaumati in a pulling boat when he saw the defendant's launch coming up on the port quarter. She seemed to have an excessive number of passengers on board, and as she had a heavy list to starboard, he and his crew hailed her to stop.

Defendant continued on his way with engines at full speed into the typhoon shelter and did not stop until he arrived at his pier.

The defendant:—I didn't know the coast barge was hailing me; my engines were going at half speed.

Defendant was fined \$60.

WATER POLO.

V. R. C. and Army Teams Draw.

At the V.R.C. last evening, the third water polo match in connection with the triangular matches between the Army and civilians took place. There was an encouraging number of spectators and a very exciting and even game was witnessed. The teams were:

Civilians:—B. C. Witchell, A. S. Ellis, J. M. R. Pereira, A. A. Claxton, J. C. Finch, J. Forbes and Sewell.

Army:—Brown, Colman, Morris, Collins, Farmer, Ward and Morley.

Ellis was the first to make a decided move, but Colman eventually obtained the ball and made a fruitless attempt to score. The soldiers missed a fine opportunity from a corner. The civilians also failed to turn a corner to account. Claxton later tried a long shot which induced the goalkeeper to come out, and Pereira taking advantage of the opportunity scored cleverly. Ellis was afterwards fouled inside the four yards area and from the penalty Ellis scored the second goal for the Club. The time arrived with the score two goals to nil in favour of the Club.

In the second half the soldiers got down to business in earnest and after many desperate efforts to equalise succeeded just before time in notching the necessary two goals. Colman and Collins did the scoring.

Scores:—V.R.C. 2 goals; Army 2 goals.

V.R.C. Annual Sports.

On the 25th, 26th and 27th the annual sports in connection with the V.R.C. take place, and in the bath yesterday heats were decided for the Boys Race the final for which is fixed for the 26th. The results of the heats were as follow:

1st Heat.

D. Purvis 1

J. Pässinen 2

2nd Heat.

T. Day 1

C. Ohvrich 2

3rd Heat.

C. Choy 1

J. Lyon 2

LONDON FIRE CHIEF.

Visit to United States to study American Methods.

Mr V. Arlur Reginald Dyer, deputy chief of the London fire brigade, recently visited the United States to study American methods of fire-fighting. He first visited New York, and afterwards western cities, and then returned to complete his tour of eastern cities. His introduction to the American manner of extinguishing a big fire, was a blaze in a Wooster Street, New York, lofty building when the smoke, caused by the burning of stock used in manufacturing paper boxes, cast a pall of darkness over the scene and enveloped the firemen for such a length of time that the Chief marvelled how the "fire eaters" managed to escape suffocation.

SILIMPON COAL.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

The United States Mail per a.s. Siberia has been transferred to the a.s. Magellan, due here on Monday 23rd inst.

MAILS DUE.

American, Magellan, 23rd inst.

MAILS ARRIVED TO-DAY.

Gneisenau, Europe; Empress of India, Canada; Helmam, Swatow; Jejung, Straits; Devawongse, Saigon; Tjikini, Amoy.

MAILS CLOSE.

Port Bayard—Per American, 18th inst., 5 p.m.

Japan via Moji—Per Solveig, 18th inst., 5 p.m.

Chesoo, Newchwang and Datren—Per Elger, 18th inst., 5 p.m.

Port Bayard—Per Kwong Chow Wan, 19th instant, 10 a.m.

Suigun—Per L. Scheffl, 19th inst., 10 a.m.

Swatow, Amoy and Foochow—Per Hain-yang, 19th inst., 10 a.m.

Shanghai and North China—Per Kwong-chang, 19th inst., 10 a.m.

Philippine Islands, Australia; Timor, Tasmania & New Zealand via Port Darwin—Per St. Albans, 19th inst., 10 a.m.

Port Bayard—Per Kwong Chow Wan, 19th instant, 10 a.m.

Siagon—Per L. Scheffl, 19th inst., 10 a.m.

Shanghai and North China—Per Wingkang, 19th inst., 10 a.m.

Port Bayard—Per Kwong Chow Wan, 19th instant, 10 a.m.

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Port Bayard—Per Kwong Chow Wan, 19